

USH 51: CTH U TO STH 29 W (MARATHON COUNTY) CONTINUOUS (24 HOUR) CLOSURE NO DIVERSION ROUTE (MAX QUEUE METHOD)	OCTOBER
	Analyzed for 2009 Construction Season

SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR SOUTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR						AVERAGE SPEEDS IN MPH			
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	68	0.0	1500	68	0	0.43	0	66.3	53.0	45.2
1-2 AM	45	0.0	1500	45	0	0.43	0	66.3	53.1	45.3
2-3 AM	47	0.0	1500	47	0	0.43	0	66.3	53.1	45.3
3-4 AM	86	0.0	1500	86	0	0.43	0	66.2	53.0	45.1
4-5 AM	170	0.0	1500	170	0	0.44	0	66.1	52.7	44.8
5-6 AM	460	0.0	1500	460	0	0.47	0	65.5	51.7	43.7
6-7 AM	867	0.0	1500	867	0	0.51	0	64.8	50.3	42.2
7-8 AM	837	0.0	1500	837	0	0.50	0	64.8	50.4	42.2
8-9 AM	702	0.0	1500	702	0	0.49	0	65.1	50.9	42.7
9-10 AM	690	0.0	1500	690	0	0.49	0	65.1	50.9	42.8
10-11 AM	747	0.0	1500	747	0	0.49	0	65.0	50.7	42.6
11AM-NOON	796	0.0	1500	796	0	0.50	0	64.9	50.5	42.4
NOON-1PM	827	0.0	1500	827	0	0.50	0	64.8	50.4	42.3
1-2 PM	854	0.0	1500	854	0	0.51	0	64.8	50.4	42.2
2-3 PM	971	0.0	1500	971	0	0.52	0	64.6	50.0	41.8
3-4 PM	1175	0.0	1500	1175	0	0.60	0	64.2	47.9	39.3
4-5 PM	1250	0.0	1500	1250	0	0.70	0	64.1	46.0	36.9
5-6 PM	986	0.0	1500	986	0	0.52	0	64.5	49.9	41.7
6-7 PM	636	0.0	1500	636	0	0.48	0	65.2	51.0	43.0
7-8 PM	480	0.0	1500	480	0	0.47	0	65.5	51.6	43.6
8-9 PM	391	0.0	1500	391	0	0.46	0	65.6	51.9	43.9
9-10 PM	285	0.0	1500	285	0	0.45	0	65.8	52.3	44.3
10-11 PM	218	0.0	1500	218	0	0.44	0	66.0	52.5	44.6
11PM-MID	117	0.0	1500	117	0	0.43	0	66.1	52.8	45.0

----- SITE BREAKDOWN DELAYS -----

BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----

BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)

MAIN ROUTE WITHOUT WORKS	0.0041
MAIN ROUTE WITH WORKS	0.0032
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

IMPACTS ON ROAD USERS

ROAD USER COSTS PER DAY	\$1,419
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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CONTINUOUS (24 HOUR) CLOSURE
NO DIVERSION ROUTE (MAX QUEUE METHOD)**

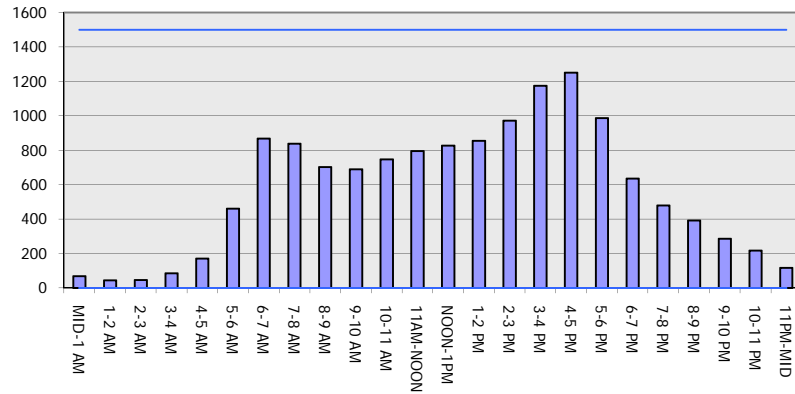
OCTOBER

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Construction Season

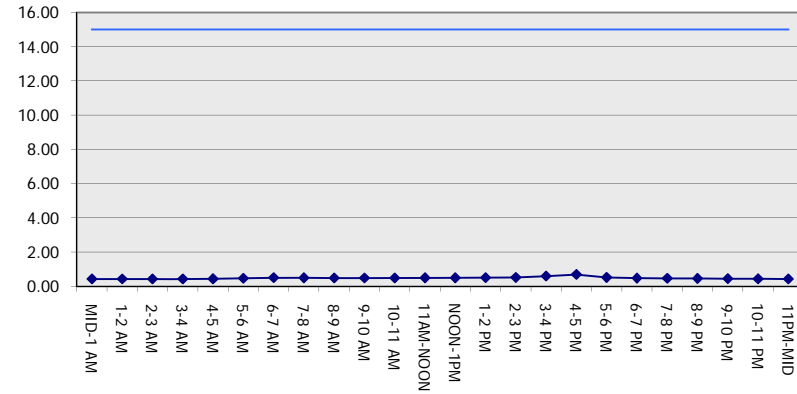
GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

MON-THUR SOUTHBOUND DIRECTION

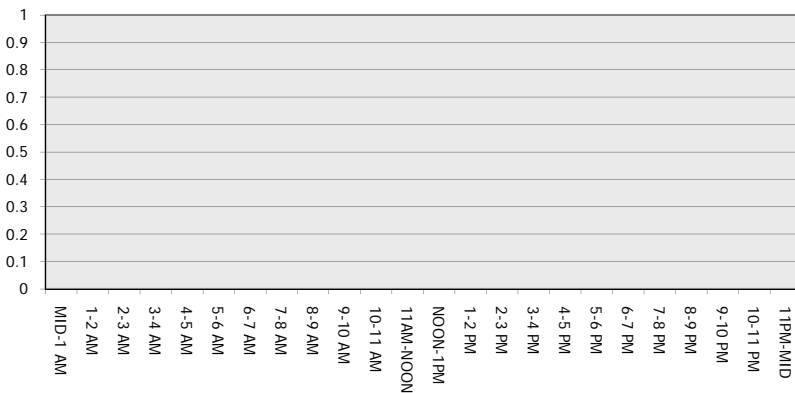
Main Route - Traffic Demand (Vehicles Per Hour)



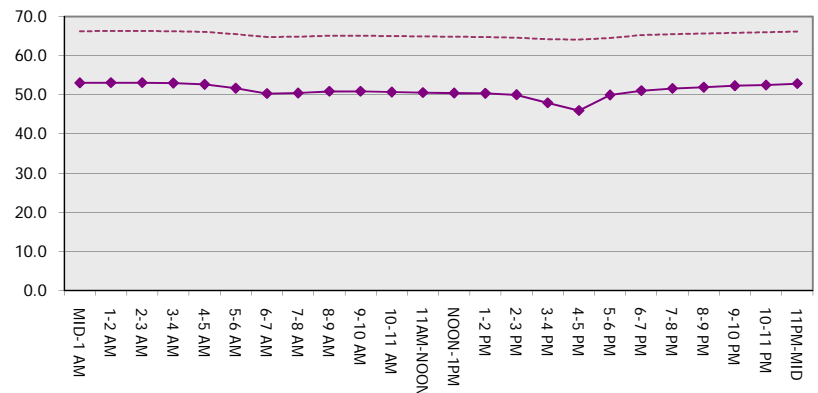
Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)



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SUMMARY OF TRAFFIC MODEL OUTPUT

MON-THUR NORTHBOUND DIRECTION

TIME OF DAY	FLOWS AND CAPACITY IN VEH/HR							AVERAGE SPEEDS IN MPH		
	MAIN ROUTE		SITE CAPA CITY	FLOW		AV.DEL PER VEH (MINS)	AVERAGE QUEUE (VEH)	MAIN ROUTE		SITE
	DEMAND FLOW	PCT HEAVY		MAIN ROUTE	'DIVER TED'			WITHOUT WORK ZONE	WITH WORK ZONE	
MID-1 AM	82	0.0	1500	82	0	0.43	0	66.3	53.0	45.1
1-2 AM	57	0.0	1500	57	0	0.43	0	66.3	53.1	45.3
2-3 AM	57	0.0	1500	57	0	0.43	0	66.3	53.1	45.3
3-4 AM	83	0.0	1500	83	0	0.43	0	66.2	53.0	45.1
4-5 AM	153	0.0	1500	153	0	0.44	0	66.1	52.7	44.9
5-6 AM	396	0.0	1500	396	0	0.46	0	65.6	51.9	43.9
6-7 AM	885	0.0	1500	885	0	0.51	0	64.7	50.2	42.1
7-8 AM	1127	0.0	1500	1127	0	0.54	0	64.3	49.2	40.9
8-9 AM	755	0.0	1500	755	0	0.50	0	65.0	50.7	42.5
9-10 AM	707	0.0	1500	707	0	0.49	0	65.1	50.8	42.7
10-11 AM	711	0.0	1500	711	0	0.49	0	65.1	50.8	42.7
11AM-NOON	746	0.0	1500	746	0	0.49	0	65.0	50.7	42.6
NOON-1PM	763	0.0	1500	763	0	0.50	0	65.0	50.7	42.5
1-2 PM	778	0.0	1500	778	0	0.50	0	65.0	50.6	42.5
2-3 PM	922	0.0	1500	922	0	0.51	0	64.6	50.1	42.0
3-4 PM	1063	0.0	1500	1063	0	0.53	0	64.4	49.7	41.5
4-5 PM	1075	0.0	1500	1075	0	0.53	0	64.4	49.6	41.4
5-6 PM	968	0.0	1500	968	0	0.52	0	64.6	50.0	41.8
6-7 PM	639	0.0	1500	639	0	0.48	0	65.2	51.0	43.0
7-8 PM	439	0.0	1500	439	0	0.47	0	65.6	51.7	43.7
8-9 PM	366	0.0	1500	366	0	0.46	0	65.7	52.0	44.0
9-10 PM	284	0.0	1500	284	0	0.45	0	65.8	52.3	44.3
10-11 PM	192	0.0	1500	192	0	0.44	0	66.0	52.6	44.7
11PM-MID	130	0.0	1500	130	0	0.44	0	66.1	52.8	45.0

----- SITE BREAKDOWN DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0.0
AV BREAKDOWNS PER DAY	0.00
AV QUEUE DELAY/DAY (VEH-H)	0.0
AV TOTAL DELAY/DAY (VEH-H)	0.0

----- SITE ACCIDENT DELAYS -----	
BREAKDOWN DURATION (MINS)	0
RANGE OF QUEUE DELAY - MIN (VEH-H) MAX	0
AV BREAKDOWNS PER DAY	0
AV QUEUE DELAY/DAY (VEH-H)	0
AV TOTAL DELAY/DAY (VEH-H)	0

AVERAGE ACCIDENT NUMBERS (PIA/DAY)	
MAIN ROUTE WITHOUT WORKS	0.0040
MAIN ROUTE WITH WORKS	0.0032
'DIVERSION'	0.0000

PIA: Personal Injury Accidents

ECONOMIC IMPACT ON ROAD USERS	
ROAD USER COSTS PER DAY	\$1,332
CONGESTED HOURS PER DAY*	0

*Delays Exceeding User-Specified Maximum

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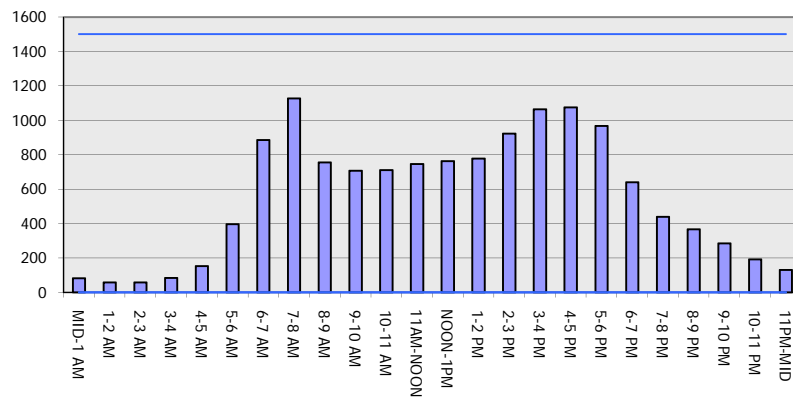
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GRAPHICAL REPRESENTATION OF TRAFFIC MODEL INPUT AND OUTPUT

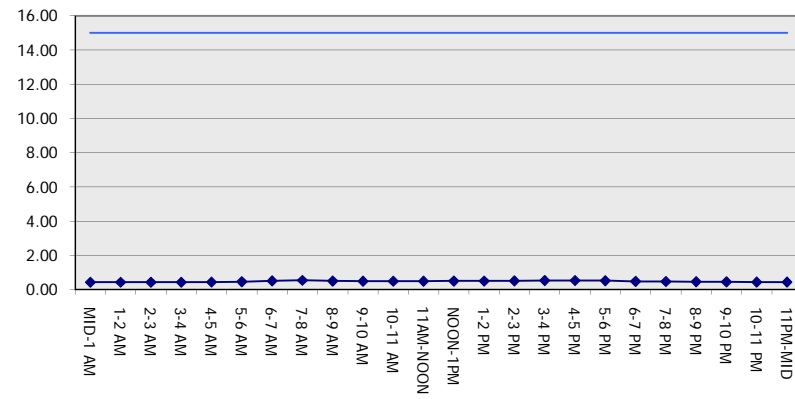
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NORTHBOUND DIRECTION

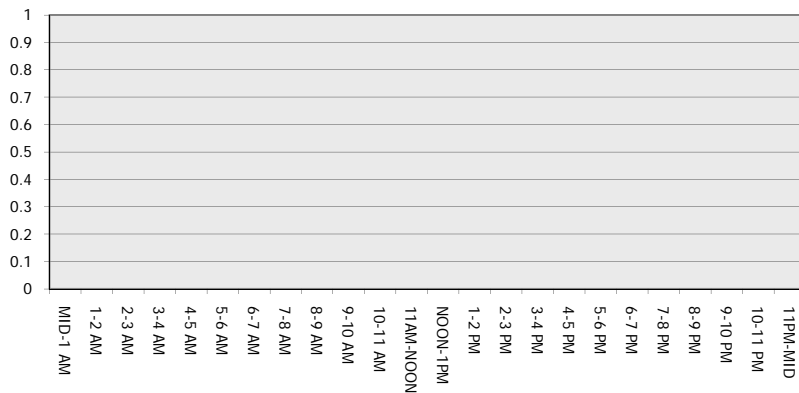
Main Route - Traffic Demand (Vehicles Per Hour)



Main Route Average Delay Per Vehicle (Minutes)



Main Route - Average Queue Length (Vehicles)



Main Route - Average Speed (MPH)

